

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
REGIONAL COUNCIL MEETING**

October 28, 2015
MAG Office
Phoenix, Arizona

MEMBERS ATTENDING

Mayor W.J. "Jim" Lane, Scottsdale, Chair	* Mayor Christian Price, City of Maricopa
Mayor Greg Stanton, Phoenix, Vice Chair	Supervisor Denny Barney, Maricopa County
Vice Mayor Robin Barker, Apache Junction	Mayor John Giles, Mesa
# Mayor Kenneth Weise, Avondale	Vice Mayor Paul Dembow for Mayor Michael
Mayor Jackie Meck, Buckeye	Collins, Paradise Valley
# Councilmember Mike Farrar, Carefree	Mayor Cathy Carlat, Peoria
Councilmember Dick Esser, Cave Creek	* Supervisor Todd House, Pinal County
# Mayor Jay Tibshraeny, Chandler	# Mayor Gail Barney, Queen Creek
* Mayor Lana Mook, El Mirage	* President Delbert Ray, Salt River
* Mayor Tom Rankin, Florence	Pima-Maricopa Indian Community
* President Ruben Balderas, Fort	# Mayor Sharon Wolcott, Surprise
McDowell Yavapai Nation	Mayor Mark Mitchell, Tempe
Mayor Linda Kavanagh, Fountain Hills	* Mayor Adolfo Gamez, Tolleson
Mayor Chuck Turner, Gila Bend	Mayor John Cook, Wickenburg
* Governor Stephen Roe Lewis, Gila River	Mayor Michael LeVault, Youngtown
Indian Community	* Mr. Roc Arnett, Citizens Transportation
Mayor John Lewis, Gilbert	Oversight Committee
Mayor Jerry Weiers, Glendale	Mr. Joseph La Rue, State Transportation Board
Mayor Georgia Lord, Goodyear	Councilmember Jack Sellers, State
# Mayor Rebecca Jimenez, Guadalupe	Transportation Board
Mayor Thomas Schoaf, Litchfield Park	

* Those members neither present nor represented by proxy.

Attended by telephone conference call.

+ Attended by videoconference

1. Call to Order

The meeting of the MAG Regional Council was called to order by Chair W.J. "Jim" Lane, Scottsdale, at 11:35 a.m.

2. Pledge of Allegiance

The Pledge of Allegiance was recited.

Mayor Gail Barney, Councilmember Michael Farrar, Mayor Rebecca Jimenez, Mayor Jay Tibshraeny, Mayor Kenneth Weise, and Mayor Sharon Wolcott joined the meeting by teleconference.

Chair Lane noted that agenda item #5G was removed from the agenda because the candidate withdrew her name from consideration. He noted that at each member's place and on the tables on each side of the room were the addendum to the agenda, item #5H, which was previously transmitted, and a fact sheet on the Governor's proposed state education settlement for agenda item #10.

3. Call to the Audience

Chair Lane recognized public comment from Mr. Marvin Rochelle, who stated that he was proud to have worked on the Dial-a-Ride program. He said that the program lost funding and efforts have been underway to have it restored. Mr. Rochelle stated that the goal is to have regional Dial-a-Ride, so a person will be able to take transit from Surprise to Gilbert without transferring. He announced that the next public meeting on Dial-a-Ride will be at the public library on November 10, from 5:00 p.m. to 7:00 p.m. Chair Lane thanked Mr. Rochelle for his comments.

Chair Lane recognized public comment from Ms. Dianne Barker, who expressed her support for multimodal transportation. She expressed that she was excited that Ohio State University could be coming here and the visitors could increase business in Scottsdale. Ms. Barker encouraged organizations and businesses to install bicycle racks. She noted that the public voted to fund transit enhancements, and bicycles are a part of that. Ms. Barker stated that transit reform is needed because bicyclists can ride down Central Avenue faster than transit can travel. She stated that MAG is missing the point when it promotes only freeways in its materials, because in 2004, the voters approved supporting transit. Chair Lane thanked Ms. Barker for her comments.

Chair Lane recognized public comment from Mr. Pat Vint, who thanked Regional Council members who attend the meetings consistently. Mr. Vint stated that he is a terrorist, but no one notices terrorists. He said that he had a target on his back that says cop so he can take bullets meant for the police. Mr. Vint stated that there is an idiot in the White House. Mr. Vint noted that his 85th birthday was October 4. He said he has lived a long time because he is a mean SOB and only the good die young. Mr. Vint stated that the detectives at the meeting are his friends. He said that he asked if he could borrow their guns and they are so fast he has them in his pants legs. Mr. Vint stated that they can take people out fast. He spoke of an Arizona Republic article by Dustin Gardner on the benefits of a strong mayor. Mr. Vint stated that he has been at odds with Mayor Stanton over the years, but is going to meet with him and become friends. He said that he will hold Mayor Stanton to be accountable. Mr. Vint stated that his scooter can go 40 m.p.h. so you'd better hold on. Chair Lane stated that MAG is looking for comments relevant to the scope of MAG activities. Mr. Vint's time expired. Mr. Vint continued speaking. Chair Lane thanked Mr. Vint.

Mayor Stanton wished Mr. Vint a Happy Birthday.

Chair Lane recognized public comment from Mr. John Rusinek, who said that he would be speaking about dust. He read from a City of Phoenix brochure about its dust regulations, including inoperative

vehicles must not be visible beyond the property line and that parking surfaces must be dust proofed or there could be a violation. Mr. Rusinek stated that the two inspectors who came to his property said that the inoperative vehicles parked next door were okay. He said that he had been trying to get this dust problem resolved for ten years, but the City of Phoenix will do nothing. Chair Lane thanked Mr. Rusinek.

4. Executive Director's Report

Mr. Dennis Smith, MAG Executive Director, reported on items of interest to the MAG region. He announced that the Metropolitan Phoenix Export Alliance had received a \$100,000 award by JP Morgan Chase Bank to promote the Greater Phoenix Region's export position.

Mr. Smith reported on the Domestic Violence Awareness Month press conference, which was held October 16, 2015, at Banner Simulation Center in Mesa. Speakers at the "Lifesaving Lethality Assessments" press conference included MAG Chair W.J. "Jim" Lane, Vice Mayor Robin Barker (Chair of the Domestic Violence Council), Mesa Vice Mayor Dennis Kavanaugh, Glendale Police Chief Debora Black, and a woman who is a survivor of domestic violence. Mr. Smith stated that the highlight of the event was the reunion of the domestic violence survivor with the Glendale police officer she credited with saving her life.

Mr. Smith stated that MAG received the 2015 Best Intelligent Transportation Systems (ITS) Planning Project from the ITS Arizona Awards for the Emergency Vehicle Preemption Best Practices Study. The project reviewed regional emergency vehicle preemption practices and national best practices to develop recommendations for future emergency vehicle preemption deployment in the Phoenix metropolitan region. Mr. Smith stated that the idea for the project was initially brought forward by Mr. Darryl Crossman, Litchfield Park City Manager, who noted that the City of Cleveland has standardized preemption. Mr. Smith acknowledged MAG staff Mr. Sarath Joshua and Mr. Micah Henry for their work on this project. He remarked on efforts to ensure compatible systems are purchased in the region to improve traffic performance.

Mr. Smith stated that MAG staff recently met with Mr. Keiichi Koshiyama, Senior Economist with the Institute for International Economic Studies at Toyota, and staff from the Pima County economic development department and Greater Phoenix Economic Council. Mr. Smith noted that Lora Mwaniki-Lyman, MAG staff, drafted the material on Japan that was at each place. He stated that Japan is one of Arizona's largest foreign direct investment partner. Mr. Smith added that additional fact sheets will be developed for other foreign direct investment partners.

Mr. Smith stated that MAG staff members Anubhav Bagley and Amy St. Peter are presenting the Read On Arizona Early Literacy Viewer at the Race to the Top workshop in Washington, D.C. He noted that Mr. Bagley and Ms. St. Peter will be meeting with national Head Start leadership. Mr. Smith stated that the Viewer has been hailed nationally as a transformative platform.

Mr. Smith announced that a public hearing on the Draft 2015 Annual Report on the Status of the Implementation of Proposition 400 will take place on November 19, 2015, at 5:00 p.m., in the MAG Saguaro Room.

Mr. Smith stated that Phoenix was named as the Best Driving Experience in the World by Waze, the world's largest community-based traffic and navigation app. He noted that this could be utilized to promote economic development. Mr. Smith expressed that this was made possible due to efforts of the elected officials over the years and MAG's good relationship with the Arizona Department of Transportation and Federal Highway Administration.

5. Approval of Consent Agenda

Chair Lane noted that agenda items #5A, #5B, #5C, #5D, #5E, #5F, and #5H were on the Consent Agenda, agenda item #5G having been removed.

Chair Lane recognized public comment from Ms. Dianne Barker, who said that MAG's jurisdiction is multimodal transportation and project conformity in order to have better quality air for the vulnerable populations. Ms. Barker read from the minutes: "Ms. Barker stated that she tries to observe rules and when she doesn't, it is not intentional, such as performing gymnastics at meetings." She declared that she would not apologize because it was performed with skill and training. Ms. Barker stated that multimodal keeps her fit, both riding her bicycle and lifting it onto the bus. She expressed that she did cartwheels to show that multimodalism is good but she has been informed and will not do them again. Ms. Barker stated that Mr. Vint and Mr. Rusinek have spoken about particulates. She stated that Mr. Vint spoke of having a strong mayor. Ms. Barker stated that Mayor Stanton allows public comment, which helps expose mistakes at the government level. She said that she told the Phoenix City Manager that Mr. Rusinek's problem could be solved if egos were set aside and admissions made that a mistake had occurred. Ms. Barker stated that Mr. Rusinek is for the best air quality. Ms. Barker's time expired. Chair Lane thanked Ms. Barker.

Chair Lane recognized public comment from Mr. Pat Vint, who filled out a card for agenda item #5F. No comments were made.

Chair Lane asked members if they had questions or requests to hear a presentation on any of the Consent Agenda items.

Mayor John Lewis expressed appreciation to MAG and Valley Metro for the Southeast Valley Transit System Study.

Mayor Linda Kavanagh moved to approve Consent Agenda items #5A, #5B, #5C, #5D, #5E, #5F, and #5H. Councilmember Dick Esser seconded, and the motion passed unanimously.

5A. Approval of the September 30, 2015, Meeting Minutes

The MAG Regional Council, by consent, approved the September 30, 2015, meeting minutes.

5B. Project Changes - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as Appropriate, to the 2035 Regional Transportation Plan and FY 2016 MAG Unified Planning Work Program and Annual Budget

The MAG Regional Council, by consent, approved amendments and administrative modifications to the FY 2014-2018 MAG Transportation Improvement Program, Fiscal Year 2016 Arterial Life Cycle Program, and as appropriate, to the 2035 Regional Transportation Plan and FY 2016 MAG Unified Planning Work Program and Annual Budget. The Fiscal Year (FY) 2014-2018 Transportation Improvement Program (TIP) and 2035 Regional Transportation Plan were approved by the MAG Regional Council on January 29, 2014. The new requested project additions and changes include Arterial Life Cycle Program projects; rail safety and road safety projects funded through the Highway Safety Improvement Program; Transportation Alternatives Safe Routes to School eligible activities; transit project changes related to final apportionment announcements; and general project changes. Additionally, cost savings from the procurement of FY 2014 PM-10 street sweepers were realized and the savings will be included in the FY 2016 MAG Unified Planning Work Program and Annual Budget. Project listing changes and additions included are not contingent on a new finding of conformity. The requested project changes were recommended for approval by the MAG Transportation Review Committee on October 1, 2015, and by the MAG Management Committee on October 14, 2015.

5C. Project Changes Report on September Activities - Amendment and Administrative Modification to the FY 2014-2018 MAG Transportation Improvement Program, and as Needed, to the 2035 Regional Transportation Plan Submitted to ADOT on September 3, 2015 and September 17, 2015

Due to the late announcement of Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) regional allocations, on August 26, 2015, the MAG Regional Council granted approval for MAG to make modifications to work years to advance previously approved projects, to provide detailed TIP listings for prioritized projects to ensure that all FHWA obligation authority and FTA apportionments are utilized for Federal Fiscal Year 2015, and related work phase changes. Project changes and additions were submitted to the Arizona Department of Transportation (ADOT) for approval and inclusion in the State Transportation Improvement Program on September 3, 2015, that addressed FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Transportation Program and general FY 2015 needed changes. The September 17, 2015 submittal was redistributed work phase funding to save prospective financing charges estimated at \$2.9 million.

5D. 2015 Strategic Transportation Safety Plan

The MAG Regional Council, by consent, approved the 2015 Strategic Transportation Safety Plan. In July 2013, MAG initiated a study to develop a Strategic Transportation Safety Plan. The Plan establishes the regional vision, goals, objectives, strategies, countermeasures, and performance measures for making systematic improvements necessary to improve road safety in the region. The study was closely coordinated to be consistent with a similar effort that was underway to develop the state's Strategic Highway Safety Plan. The cost to implement the Draft MAG Strategic Transportation Safety Plan is estimated at \$7.8 million per year. Federal Highway Safety Improvement Program (HSIP) funds are

currently the only available funding source in the region for road safety improvements, other than local agency funds. In May 2015, the Arizona Department of Transportation (ADOT) announced a new process for programming federal HSIP funds for safety projects starting in FY 2019. The Draft Plan has been developed to be consistent with the Arizona Strategic Highway Safety Plan and the new ADOT HSIP process and related guidance. The 2015 Strategic Transportation Safety Plan was recommended for approval by the MAG Transportation Safety Committee on September 27, 2015, by the MAG Transportation Review Committee on October 1, 2015, and by the MAG Management Committee on October 14, 2015.

5E. Southeast Valley Transit System Study

The MAG Regional Council, by consent, accepted the Southeast Valley Transit System Study findings and conceptual recommendations. The Southeast Valley Transit System Study, a joint study effort between the Maricopa Association of Governments (MAG) and Valley Metro, was launched in January 2014 to analyze transit services and ridership demand in transit-established and transit-aspiring communities within a multi-jurisdictional subarea of the MAG region. The study is the third in a series of sub-regional transit studies undertaken in the region and its result is a tool to help in future system planning. The study area encompasses the cities of Apache Junction, Chandler, Mesa, and Tempe, and the towns of Gilbert, Guadalupe, and Queen Creek. The study area also includes portions of the City of Phoenix (village of Ahwatukee) and unincorporated Maricopa County. In addition, the study also includes members of the expanded MAG boundary, which are Pinal County, the City of Maricopa, the Town of Florence and the Pinal County portion of the Gila River Indian Community. This study also included input from the City of Coolidge, a transit partner that operates within the study area. The study had two purposes: To identify potential efficiencies in the current service and to identify an effective, market-defined, efficient and performance-driven transit system that meets the internal mobility needs of the subarea and ties the subarea to the overall regional transit system. The Southeast Valley Transit System Study was recommended for acceptance on September 10, 2015, by the MAG Transit Committee, and on October 1, 2015, by the MAG Transportation Review Committee and by the MAG Management Committee on October 14, 2015. This study item was also being presented to the Valley Metro Transit Management Committee and the Regional Public Transportation Authority Board in late October.

5F. Conformity Consultation

The Maricopa Association of Governments is conducting consultation on a conformity assessment for an amendment and administrative modification to the FY 2014-2018 MAG Transportation Improvement Program and 2035 Regional Transportation Plan. The amendment and administrative modification involve several projects, including Arterial Life Cycle Program, Highway Safety Improvement Program, and transit projects. The amendment includes projects that may be categorized as exempt from conformity determinations. The administrative modification includes minor project revisions that do not require a conformity determination.

5G. Appointment of MAG Elderly and Persons with Disabilities Transportation Program Ad Hoc Committee Vice Chair

This item was removed from the agenda.

5H. Appointment of the MAG Economic Development Committee Greater Phoenix Leadership Representative

The MAG Regional Council, by consent, approved the appointment of the Honorable Neil Giuliano, as the Greater Phoenix Leadership representative on the MAG Economic Development Committee. In June 2015, the MAG Regional Council approved changes to the composition of the MAG Economic Development Committee (EDC). The composition includes fifteen business member positions that have two-year terms with possible reappointment by recommendation of the Executive Committee and Regional Council. In September 2014, the EDC business member positions were approved by the Executive Committee and Regional Council. Since that time, the President and CEO of the Greater Phoenix Leadership, Tom Franz, announced his retirement. The Honorable Neil Giuliano was selected to serve as the President and CEO of Greater Phoenix Leadership, effective November 2015.

6. Consultant Selection for the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program On-Call List

Ms. Chaun Hill, MAG staff, reported that the FY 2016 MAG Unified Planning Work Program and Annual Budget, approved by the MAG Regional Council on May 27, 2015, included \$200,000 for the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program. On July 28, 2015, MAG issued a Request for Qualifications to create an on-call consulting list for the project. Ms. Hill stated that six firms submitted Statements of Qualifications. She noted that on September 22, 2015, a multi-agency evaluation team reviewed the Statements of Qualifications and recommended to MAG the selection of HDR and WPS/Parsons Brinckerhoff for the on-call list for the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program. On October 14, 2015, the MAG Management Committee recommended approval of the selection of HDR and WPS/Parsons Brinckerhoff.

Chair Lane thanked Ms. Hill for her report. He asked members if they had questions.

Councilmember Jack Sellers remarked that he speaks very highly to everyone of the cost risk analysis, and he is really impressed with the value obtained through the cost risk analysis process.

With no further questions, Councilmember Jack Sellers moved approval of the selection of HDR and WPS/Parsons Brinckerhoff to participate in the FY 2016 Cost Risk Analysis for the MAG Regional Freeway and Highway Program on-call list. Mr. Joseph LaRue seconded, and the motion passed unanimously.

7. New Strengthened Ozone Standard

Ms. Lindy Bauer, MAG staff, stated that ozone is a ground level pollution problem in the MAG region during the summer. It is formed by a chemical reaction that occurs between volatile organic compounds and nitrogen oxide emissions in the presence of sunlight, minimal wind, and higher temperatures.

Ms. Bauer stated that the biggest contributor of volatile organic compound emissions is natural vegetation. Other contributors are lawn and garden equipment, cars and trucks, manufacturing, dry cleaners, and industrial, manufacturing and electrical power generating facilities. Ms. Bauer stated that cars and trucks are the biggest contributors to nitrogen oxide emissions.

Ms. Bauer stated that under the Clean Air Act, the Environmental Protection Agency (EPA) is required to review the national ambient air quality standards every five years in order to protect public health. On October 1, 2015, the EPA issued a tightened ozone standard from 0.075 parts per million to 0.070 parts per million. Ms. Bauer noted that this new standard might seem to be small, but it will be difficult to achieve.

Ms. Bauer noted that by October 1, 2016, states are required to submit designation recommendations for nonattainment/attainment to EPA. Ms. Bauer stated that by October 1, 2017, EPA anticipates finalizing the designations, classifications, and attainment dates based upon 2014-2016 ozone monitoring data. She noted that nonattainment areas will have until 2020 to 2037 to meet the standard.

Ms. Bauer stated that MAG has more than 80 control measures in place for ozone and has met two of the ozone standards that EPA has lowered over time. She noted that an EPA map of counties measuring above the new ozone standard in 2015 and noted that nine of ten Arizona counties do not meet the new 2015 ozone standard. Ms. Bauer stated that ADEQ indicated that perhaps after this summer, only three counties will not meet the standard: Maricopa, Gila, and Yuma.

Ms. Bauer stated that EPA has indicated that there are existing and proposed federal rules that will help regions meet the new standard. She stated that EPA analysis indicates that these rules will help the vast majority of the counties in the U.S. meet the standard by 2025 without additional actions. Ms. Bauer displayed an EPA map that showed only 14 U.S. counties are projected to measure ozone above the new ozone standard in 2025, none of them in Arizona.

Ms. Bauer stated that MAG is trying to encourage economic development and we could end up with tighter controls on industry. She addressed issues with the new standard. Ms. Bauer displayed maps from May 29, 2011, of transport from California, which combined with transport from Mexico on May 30, and moved through Arizona on May 31. Ms. Bauer stated that this region cannot control transport, which impacts the boundary and background concentrations for the Maricopa nonattainment area, and as the standard is lowered, background becomes a larger portion of the problem.

Ms. Bauer then addressed exceptional events issues. She pointed out a satellite image of a wildfire in San Bernardino on June 19, and its smoke then made its way to the Maricopa nonattainment area and the monitors went over the standard on June 20.

Ms. Bauer stated that boundary issues are very important. The MAG region has a large ozone boundary of 5,017 square miles. She stated the new standard will have impacts on conformity. Ms. Bauer stated that questions include where the boundary will be drawn.

Ms. Bauer stated that there are five classifications for ozone in the Clean Air Act: extreme, severe, serious, moderate, and marginal. She noted that the MAG region hopes to be in the marginal category, which has fewer requirements to meet than those areas with more severe air quality problems. Ms. Bauer stated that MAG will be working with the Maricopa County Air Quality Department, the Arizona Department of Environmental Quality, ADOT, and the Western Regional Alliance (a group of Intermountain West MPOs).

Ms. Bauer noted that the Management Committee recommended that MAG coordinate with the Western Regional Alliance on the impacts of the new ozone standard.

Chair Lane thanked Ms. Bauer and asked if there were questions.

Mayor Linda Kavanagh asked for clarification that natural vegetation was worse than other categories. Ms. Bauer replied that while plants and trees are beneficial for controlling PM-10 because they stabilize the soil, some of the natural vegetation produces isoprenes that are more reactive for ozone than vehicle exhaust. She pointed out the mountain haze in the eastern U.S., such as the Smoky Mountains, is naturally occurring ozone. Ms. Bauer noted that MAG is not advocating cutting down trees to control ozone emissions.

Mayor Kavanagh stated that EPA is holding the ozone plume from California and Mexico against us, but not the wildfires. Ms. Bauer stated that currently, transport is not considered an exceptional event, but wildfires are considered exceptional events. She noted that EPA will be issuing regulations to help control interstate transport, in addition to federal measures that should help with transport. Ms. Bauer remarked that the region cannot control transport. She added that there are also emissions coming to our country and our region from China, Canada, and Mexico.

Mayor Kavanagh asked about the plan for reducing emissions from cars and trucks. Ms. Bauer stated that the EPA has tightened the tailpipe standards, which includes a cleaner burning fuel that will start in 2017. She added that EPA has also proposed tightening the tailpipe standards for medium and heavy duty vehicles as well, and this will have a benefit for ozone.

Mayor Kavanagh remarked that lower cost of registration for older vehicles versus the higher cost for new vehicles does not encourage the purchase of new vehicles that pollute less.

Chair Lane asked for clarification if we are in the period where comments were being accepted by EPA or had the rule been finalized. Ms. Bauer replied that the comment period ended in March and EPA has issued the final rule.

Chair Lane asked if MAG had commented on the proposal. Ms. Bauer replied that at the time, the Arizona Legislature was in the process of passing a Senate concurrent memorial to urge the EPA to not

tighten the ozone standard. She added that Governor Ducey sent a letter to the EPA urging that the ozone standard not be tightened.

Chair Lane asked if anything other than opposition was submitted during the comment period, such as enforcement regulations that might be imposed on a state that is subjected to a plume. He asked the origin of the plume shown in the slide because it looked like it came from somewhere in the Pacific Ocean.

Ms. Bauer replied that MAG staff did the meteorological research, which showed the plume came from California. She noted that sometimes, emissions in the air do form ozone, and sometimes emissions do not form ozone. Ms. Bauer stated that staff could research the origin for further detail.

Chair Lane stated that regardless of the origin, the plume still was being transported over Arizona. He indicated that the comment period would have been the time to note the impacts to states that did not produce a plume and have no control over it. Chair Lane asked about the other considerations in federal regulations that could mitigate impacts that Ms. Bauer had mentioned.

Ms. Bauer replied that EPA indicated that some of its federal control measures that will be applied across the country should help reduce interstate transport.

Chair Lane asked if any of that had been instituted.

Ms. Bauer stated that EPA issued the Clean Power Plan, with which Arizona has some issues, reduces power plant emissions. She noted that EPA thinks they contribute to transport.

Chair Lane asked if the EPA had presented any cost/benefit analysis of what it is striving to achieve with the new ozone standard.

Ms. Bauer replied that noted on the fact sheet, EPA determined the number of deaths that would be prevented and the very high cost to implement the new ozone standard. She noted that Arizona has issues with the Clean Power Plan. One of the contentions is that EPA did not adequately research the cost burden.

Mr. Dennis Smith stated that some monitors are recording ozone standards in national parks. He said that the Western Regional Alliance wants to work with MAG on strategies, especially transport. Mr. Smith stated there are transport regulations in the eastern U.S. but not in the western states. By working together, the Intermountain West states could work on a potential legislative remedy.

Mayor Michael LeVault asked if the EPA has proof that ozone emissions from vegetation cause health problems.

Ms. Bauer stated that EPA looked at ozone concentrations. Ms. Bauer noted that the biogenics study MAG conducted a few years ago included ozone and isoprene emissions. She said that EPA has issued

emissions factors. Ms. Bauer stated that there is no guarantee that biogenics will form ozone because the ozone is not directly emitted.

Mayor LeVault remarked on the potential of the new ozone standard for destroying our economy.

Mayor John Cook noted that the one place on the map where no ozone emissions are shown is the Four Corners area, where coal is being used to generate power. He noted that this is an area EPA complains about. Mayor Cook added that another concern would be the Interstate 11 corridor that will benefit the entire nation, but will bring more traffic and more ozone and will require that Arizona meet higher standards.

Mayor Cathy Carlat moved approval that MAG work cooperatively with the Western Regional Alliance to lessen the impact of the new 2015 ozone standard. Vice Mayor Robin Barker seconded, and the motion passed unanimously.

8. City of Phoenix Resource Innovation Campus and Regional Green Organics Project

Ms. Julie Hoffman, MAG staff, reported that in 2013, the City of Phoenix announced a new sustainability initiative, Reimagine Phoenix, to divert 40 percent of waste from the landfill by 2020. She said Phoenix has been working on transforming trash into a resource. She stated that the city has provided presentations on solid waste diversion to the MAG Solid Waste Advisory Committee and the MAG Management Committee. Ms. Hoffman introduced Mr. John Trujillo, Director of Public Works from the City of Phoenix, who continued the presentation.

Mr. Trujillo stated that Mayor Greg Stanton issued a challenge for the city to be more sustainable and limit impacts to finite resources. He noted that when Reimagine Phoenix began in 2013, the City diverted 16 percent of material from its landfill and this has increased to 20 percent, which is a 25 percent increase. Mr. Trujillo noted that the national average increase since 2013 was only three percent.

Mr. Trujillo stated that the City of Phoenix is leveraging partnerships, technology, innovation, and other strategies to create a sustainable solid waste program. He stated that the City has been examining ways to enhance its solid waste program, making more efficient use of existing infrastructure, and providing a forum that connects with innovators and other organizations to create, implement and enhance sustainability solutions. Mr. Trujillo remarked that Phoenix is working to create a circular economy to divert materials from the landfills, keep resources in use as long as possible, and recover products at the end. He stated that the City wants to recover and regenerate those products here in Phoenix. Mr. Trujillo said that currently, material goes to the landfill or is shipped to China. He noted that public-private partnerships are needed to make this happen.

Mr. Trujillo stated that the Resource Innovation and Solutions Network (RISN) was launched in July 2014. It represents a \$3 million investment by the City of Phoenix and Arizona State University. Mr. Trujillo noted that its mission is to accelerate the global transition to sustainable resource management. He said that the Resource Innovation and Solutions Network focuses on new technologies and markets; connects with innovators and organizations to create, implement and enhance sustainable solutions;

provides access to research and expertise; and provides shared knowledge from like-minded organizations working to create economic value that drives a sustainable circular economy. He noted that Arizona State University is the leading sustainability and leading innovation institution in the U.S.

Mr. Trujillo gave an example of collaboration. He stated that Gilbert, Mesa, Peoria, Scottsdale, Tempe, the Salt River Pima-Maricopa Indian Community, Pima County, and Maricopa County are working with the City of Phoenix on a green organics sustainable program. Mr. Trujillo stated that 50 percent of the materials sent to the landfill are compostable products. He said that they hope the program will provide opportunities for capital development and facilities that would otherwise be beyond the reach of a single jurisdiction.

Mr. Trujillo stated that another component of the Resource Innovation and Solutions Network will be creating the Technology Solutions Incubator to help transform trash into resources. He said they are looking at start-up technologies and manufacturing processes that do that, and the Resource Innovation and Solutions Network would provide office, workshop, and/or testing research and development space, support and technical services, and access to sustainability researchers and experts.

Mr. Trujillo stated that earlier this year, the City of Phoenix issued the Reimagine Phoenix Call for Innovators. The Call for Innovators requested information that would allow the City to identify the highest and best uses for the materials deposited by Phoenix residents in their trash and recycle bins and to understand the business opportunities that would create local economic activity from those materials. The City received 118 responses from 78 organizations. Mr. Trujillo remarked that each one of these could become one or more new businesses that not only divert material from the landfill, but create new jobs.

Mr. Trujillo showed a map of the Resource Innovation Campus, which is in an industrial area located at 27th Avenue and Lower Buckeye Road, being created by the City that will include a transfer station, recycling facility, organics facility, business/manufacturers, and the Resource Innovation and Solutions Network Incubator. Mr. Trujillo pointed out that the composting operation will be in operation by 2016.

Mr. Trujillo stated that they want to ensure the facility is used for education and communication on the importance of diversion, sustainability, and a circular economy. He said that they have a Call for Artists on creating something from recycled garbage. Mr. Trujillo stated that a sustainable solid waste program can create opportunities for residents, businesses, entrepreneurs, and innovators.

Chair Lane thanked Mr. Trujillo for his presentation. He said that it sounded like a very innovative program.

Mayor Greg Stanton noted that Mr. Trujillo is a nationally recognized speaker on sustainability. He said that this program is an example of how a government department can change its culture from pick up and dumping garbage to one of sustainability. Mayor Stanton stated that for-profit private sector individuals will be located on the Resource Innovation Campus working with city employees helping the City with options for materials that would otherwise end up in a landfill and providing reuse

possibilities. He stated this is the program in which Phoenix could become nationally known as a sustainability expert because no other entity is doing this at this level.

9. Draft FY 2016 Early Phase Input Opportunity Report

Mr. Jason Stephens, MAG staff, provided a report on the FY 2016 Early Phase Input Opportunity. Mr. Stephens noted that any time the MAG Transportation Improvement Program is developed, MAG conducts a public input process. He stated that input was received on the draft listing of projects for the new FY 2017-2021 MAG Transportation Improvement Program. During the early phase, MAG received public comment at its policy committees, as well as at small and large group presentations, and via a direct mailing. Approximately 4,000 postcards were distributed to solicit input.

Mr. Stephens stated that MAG received several responses for project suggestions related to bicycles, air quality, and transit. He stated that these suggestions were forwarded to member agency staff of relevant agencies for consideration and are included in the report.

Chair Lane thanked Mr. Stephens for his report. No questions from the Council were noted.

10. Legislative Update

Mr. Nathan Pryor, MAG staff, provided a report on legislative items of interest. He stated that the City of Phoenix and the City of Maricopa were awarded Transportation Investment Generating Economic Recovery (TIGER) grants. He said that Phoenix was awarded \$10.3 million for the Grand Canal Bike and Pedestrian Improvements Project, which will complete canal trails and add lighting, neighborhood connections, bridges, and signalized crossings for bicyclists and pedestrians on approximately eight miles of the Grand Canalscape. Mr. Pryor stated that the City of Maricopa was awarded \$15 million for the State Route 347 Grade Separation Project, which includes construction of a grade-separated highway overpass on a new alignment at the intersection of State Route 347 and a double track rail line.

Mr. Pryor stated that the TIGER grant is an extremely competitive pot of funding. He noted that a total of \$500 million was available in FFY 2015 and more than \$9.8 billion in project applications were received. Mr. Pryor stated that MAG did submit an application for active traffic management on Interstate 17 and a transit ramp from Interstate 10 to downtown Phoenix, but was not awarded. He stated that the good news is that more funding is coming to the region via the Phoenix and Maricopa projects.

Mr. Pryor noted that at each place was a copy of the Governor's proposed state education settlement, which has been agreed to by the school districts, governor's office and legislative leadership in settling a five year lawsuit by school districts against the Legislature. Mr. Pryor stated that MAG staff participated in an impromptu conference call on the settlement the day before that was coordinated by Ms. Sandra Watson of the Arizona Commerce Authority with Mr. Kirk Adams from the Governor's Office. He said that during the conference call, the Governor's Office requested that the Governor's plan be shared with the Regional Council. Mr. Pryor noted that there could be a special session of the Legislature this week.

Mr. Pryor explained broad details of the agreement, which increases state land distribution from the current 2.5 percent to 6.9 percent for 10 years, commits \$50 million for the first five years and then \$75 million five years after that and includes safeguards for the state budget if there is an economic downturn. Mr. Pryor stated that the proposal would require legislative approval and voter approval. Mr. Pryor remarked that a lot of details are yet to be known.

Chair Lane asked if members had questions on this portion of the report.

Mayor Cathy Carlat asked if Mr. Pryor knew if the funding referenced in Section 2, Funding, in the Governor's plan handout included funds from the state General Fund. Mr. Pryor responded that staff has not heard details on the source of the \$50 million and the \$75 million noted in Section 2.

Chair Lane noted that Mr. Pryor was passing along this new information as requested by the Governor's Office and the finer details have not been shared.

Mr. Pryor then reported on Surface Transportation Reauthorization. He said that MAP-21 is set to expire October 29, 2015. Mr. Pryor stated that the House of Representatives passed a three week extension, which could be taken up today or tomorrow, in order to beat the expiration date. He noted that if the Surface Transportation Reauthorization extension does not pass, the Federal Highway Administration could be affected as soon as October 30th.

Mr. Pryor stated that a few months ago, the DRIVE Act (Developing a Reliable, Innovative Vision for the Economy) was passed by the Senate and since then, the House passed its own surface transportation legislation, Surface Transportation Reauthorization and Reform Act (STRR), which is a six-year bill with funding yet to be identified. Mr. Pryor stated that like DRIVE, STRR does not use 2010 census numbers, but 2000 census numbers, which harms high-growth states like Arizona.

Mr. Pryor addressed the proposed Wicker-Booker amendment, which would have increased Surface Transportation Program (STP) funding to urbanized areas, including the MAG region. He noted that STP funding to the MAG region under MAP-21 totalled \$51.5 million, under DRIVE Act, \$48.5 million, and under the Wicker-Booker amendment to the DRIVE Act, \$61.1 million. Mr. Pryor stated that the Wicker-Booker amendment was not voted on.

Mr. Pryor stated that there is a similar amendment to the Wicker-Booker amendment in the House called the Davis-Titus amendment. Mr. Pryor stated that the Davis-Titus amendment would increase the Surface Transportation Program funding to urbanized areas, like the MAG region. Mr. Pryor stated that the increase would use a more phased-in approach, compared to the Wicker-Booker amendment. He pointed out that in the Wicker-Booker amendment, the \$61 million to MAG would be up-front and the funding in the Davis-Titus amendment would result in \$69 million to the MAG region.

Mr. Pryor noted that the Davis-Titus amendment was not adopted by the House Transportation and Infrastructure Committee. He said that 31 of 59 members intended to vote to adopt the amendment, however, the chairman exercised his influence and the amendment was withdrawn. The bill sponsors stated that they intend to work with the chairman to reach a compromise on the proposed amendment

so that it may be considered for adoption on the House floor. Mr. Pryor thanked the member agencies that reached out to delegation members looking for support of this amendment. He added that there will be more to come on this as the STRR is likely to come to the House floor in the next couple of weeks.

No questions from the Council were noted.

11. Request for Future Agenda Items

Topics or issues of interest that the Regional Council would like to have considered for discussion at a future meeting will be requested.

No requests were noted.

12. Comments from the Council

An opportunity will be provided for Regional Council members to present a brief summary of current events. The Regional Council is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Mayor John Lewis expressed support for the Cactus League team that trains in Surprise and is in the World Series.

Mayor Linda Kavanagh requested that the presentation for agenda item #7 be provided to members.

Mayor Greg Stanton announced that a job fair for youth aged 16 to 24 will be held on October 30, 2015, at the Phoenix Convention Center, 100 N. 3rd Street. The website for the job fair is posted at <http://100kopportunities.org/phoenix/>. Mayor Stanton remarked that they expect that more than 1,000 jobs will be filled at the job fair. He encouraged members to disseminate this information in their cities. Mayor Stanton added that the CEO of Starbucks and some of his friends will be at the job fair. He requested that members email him if they plan to attend so he will be able to greet them.

Adjournment

There being no further business, the meeting adjourned at 12:55 p.m.

Chair

Secretary